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Commander.

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CHINA



MAIL.

PUBLISHED EVERY EVENING AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

VOL. XXV. No. 1836 號七廿月四年九十六百八千一英

HONGKONG, TUESDAY, 27TH APRIL, 1869.

日六十月三年巳己治同

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11, Clement's Lane, Lombard Street. GEORGE STREET, 30, GORDON & GORDON, 121, Holborn Hill, E.C. BATES HEDDY & Co., 4 Old Jewry, E.C.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—WHITE & BAKER, San Francisco.
CHINA.—SINATOW, DROWN & Co., Amoy, Co. Shanghai, Messrs BILLY & Co. ZACHARIE, MANTO, C. KAPUTH & Co.

Arrivals.

April 26, *Venodora*, from Whampoa.
April 26, *Formosa*, British steamer, 700, Hookin, Foochow, Amoy and Swatow.
April 23, 25 and 26, General.—P. & O. Co.
April 26, *China*, North G. steamer, 648, Wenter, Shanghai, April 23, General.—STERNSEN & Co.

Departures.

April 27, *United Service*, for Shanghai.
27, *La Serna*, for Takao.
27, *Edouard & Mary*, for Saigon.
27, *San Lorenzo*, for Manila.
27, *Nettie Merriam*, for Shanghai.

Passengers.

ARRIVED.—*Per Formosa* from the Coast, Messrs R. S. Walker, Thurburn and Lents, 3 European deck and 76 Chinese.
Per China, for Shanghai, Mr Howard and 40 Chinese.

Shipping Reports.

The N. G. steamer *China*, from Shanghai, reports fine weather and moderate monsoon all the passage. On 24th inst., off Pikesan passed steam ship *Malacca*, bound North. On 25th inst., off Turnabout Island, passed the steamer *Yesso* bound North; on same day off Amoy passed the North G. schooner *Adelphi*, bound to Amoy. On 26th inst., off Single Island, passed the steamer *Kong Tung*.

The P. & O. steamer *Formosa*, reports having left Foochow on the 23rd April, Amoy 25th and Swatow 26th. Between Foochow and Swatow experienced fresh N. E. winds with occasional rain, squalls and fog. From Swatow moderate winds and cloudy weather. At Foochow, H. M. S. *Dread*, Brix ships *Spindrift*, *Laklo*, *Titanic*, *Taitung* and *Ziba*. The U. S. steam-sloop *Monaco*, left for the North on the 23rd. At 5.30 p.m. on the 23rd, off Pyramid Point, passed a steamer bound up, supposed to be the *Malacca*. At Amoy, H. M. S. *Barad* and *Cochet*, U. S. gunboat *Undulla* and British str. *Agamemnon*. The U. S. steam-frigate *Piscataway* and corvette *Trigou* left for the North on the 24th inst.; the British steam-ship *Yesso* also left Amoy same day for Foochow. At Swatow, H. M. S. *Grasshopper*.

Entertainments.

SECOND PERFORMANCE.

THIS EVENING,

April 27th.

ENTIRE CHANGE OF PROGRAMME.

FIRST Production of the Popular Entertainment.

LATEST INTELLIGENCE,

From Abroad and at Home.

LUSITANO THEATRE.

GRACE EGERTON,

(MRS. GEORGE CASE) AND

Mrs. GEORGE CASE,

Respectfully announce that their Second Performance will take place

THIS EVENING, APRIL 27TH.

On this occasion they will have the pleasure of presenting an

ENTIRE CHANGE OF PROGRAMME.

It is gratifying to them to state that they have with them one of

Dr. PEPPER'S EXTRAORDINARY ILLUSIONS,

THE PROTEAN CABINET,

which will be exhibited, for the first time in Hongkong, at their next performance.

This Cabinet, which has excited, wherever it has been exhibited, the greatest wonder and astonishment, is the same size inside and outside, but by means of Scientific appliances, renders objects invisible, or transforms them. Mrs. Geo. Case, as the Wizard of the East, will enter the Cabinet, and after vanishing from sight will appear in a totally different character.

Admission, \$ 2

Private Boxes to hold six, \$12.

Tickets may be obtained of Messrs LANE, CRAWFORD & Co. (where a plan of the Theatre may be seen), and of Messrs MORRIS & Co.

Doors open at 8.30. Performance to commence at 9 o'clock.

Hongkong, April 24, 1869.

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New Advertisements.

FOR SALE.
SPENCER & SHARP'S CARTRIDGES
for Breech Loading Carbines, Snarri
& Wesson's large and small PISTOLS and
CARTRIDGES, RAVEN'S DUCK for
Boat Sails and Awnings, 8 & 10 oz.
ASH OARS of all sizes.
Also,
An Invoice of Superior BOILER PLATE.
DE SILVER & Co.
Hongkong, April 27, 1869. my10

TO LET.
(With immediate possession.)
SEVERAL Strong New GODOWNS, very
conveniently situated on Marine Bay
No. 63, between Messrs JOHN BIRD & Co.'s
premises and Messrs GIBB, LIVINGSTON &
Co.'s Wharf.
For Particulars, apply to
A. McLEOD,
At Messrs Gibb, Livingstone & Co.'s
Hongkong, April 26, 1869. if

UNION INSURANCE SOCIETY OF
CANTON.

NOTICE.

SHARES Nos. 71, 72, 73. (The Premises
contributed on each Share being
\$9443) have been placed in the hands of
the Directors FOR SALE. Sealed tenders
for purchase of same, marked "Tender for
Share No." will be received until the
10th May, 1869.
By order of the Board,
ROBERT WATMORE,
Secretary.
Hongkong, April 26, 1869. my11

WANTED TO BUY 4 SHARES in the
HONGKONG FIRE INSURANCE COM-
PANY. State price and all particulars.
Address "A." care of China Mail Office.
Hongkong, April 26, 1869.

TO LET.

With Immediate Possession,
TWO Commodious Two-Storey Granite
GODOWNS, at Wauchi, (adjoining the
Union Dock Company's Timber Yard)
on which property, also, STORAGE can be
had at moderate terms.
For particulars, apply to
LANDSTEIN & Co.
Hongkong, April 26, 1869.

SEALED TENDERS, marked on the
outside "Tenders for Helms," will be
received until Noon on SATURDAY,
the 1st proximo, for the supply of 141
Helms, with Red Puggies, to be delivered
at the Military Store Department,
Hongkong.
A Size Roll can be seen and any further
information obtained at the Commissariat
Office.

REDMOND UNIAKKE,
Dep. Commis. Gen.
Controller's Office, Commissariat,
Hongkong, April 23, 1869. my1

BELLE VUE,
PRIVATE BOARDING HOUSE,
Hollywood Road, No. 6.

Board and Lodging, \$60 per Month.

Board only, \$40.

CHARLES SEABURG,
Proprietor.

Hongkong, April 23, 1869. 23oct

JOAO DA ROZA.

BARBER & RAZOR SETTER.

29, WELLINGTON STREET.

BEGS to inform the Public that he is

ready to set Razors, knives and Scis-

sors at the following prices:—

Razors, 20 & 25 cents.

Pen Knives, 10 cents.

Large Scissors, 15 "

Small " 10 "

Also,

Hair Cutting, Shampooing and Shaving,

50 cents.

Hongkong, April 22, 1869. my10

PORTRAITS.

MR. J. THOMSON begs to intimate that

as his Rooms are being repaired and

improved, they will be closed for Por-

traits from this date to May 10th.

COMMERCIAL BANK BUILDINGS,
Hongkong, April 22, 1869. my11

NOTICE.

ALL parties indebted to, and having

claims against the Estate of the late

JOHN PATENSON, Plumber, and Copper-

smith, Queen's Road West, are requested

to lodge the same with the Undersigned,

on or before the 15th May, 1869.

WILLIAM SWAN,
Executor.

Hongkong, April 21, 1869. my15

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New Advertisements.

MR. W. P. FLOYD, Photographer, begs
to inform his Patrons, that his de-
parture for Europe is POSTPONED until
the arrival of two First Class London Oper-
ators. The business will be continued as
heretofore.
The Grand Photographic
RAFFLE,
will take place on THURSDAY, the 29th
April, at 4 p.m.
Hongkong, April 17, 1869. my1

OCCIDENTAL HOTEL,
SAN FRANCISCO,
CALIFORNIA.

THE Occidental Hotel having been re-
cently improved and refurbished, is
now in complete order in all its appoint-
ments.

Travellers will find the Accommodations
of this well known Hotel equal to those of
the best Hotels of the Eastern States and
Europe.
Hongkong, April 13, 1869. ocl3

NOTICE.

ALL Persons indebted to the Estate of
the late ROBERT HENRY GRANT, late-
ly a clerk in the Naval Yard, Hongkong,
are requested to make payment, and all
Persons having Claims against the said
Estate are notified to send in their claims
to the Undersigned without delay.
JNO. J. FRANCIS,
Attorney for
JOHN D. MAUDSLAND THOMPSON,
Executor.
Hongkong, 3rd April, A.D. 1869. ma13

HONGKONG AND CHINA GAS
COMPANY LIMITED.

NOTICE.—On and after the first day of
March next, the office of this Com-
pany, situated over the Hongkong Dis-
pensary will be closed. Letters can now
be left as heretofore in a box placed
for the purpose within the same building.
The Company's Stock of Chandeliers and
other Fittings will, after the above date, be
on view at the premises of Messrs LANE,
CRAWFORD & Co., Queen's Road.
A. NEWTON,
Manager.
Hongkong, February 18, 1869. my18

NOTICE.

THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA LIMITED.

MR ROBERT S. WALKER has this day
been appointed Secretary to the Com-
pany, and Mr JOHN INGLIS, the present
Acting Secretary, resumes his functions as
Managing Engineer for the Company.
By order of the Board of Directors,
JOHN INGLIS,
Acting Secretary.
Hongkong, March 3, 1869.

FAWCETT & Co.,
SHIP CHANDLERS, GENERAL
STOREKEEPERS,
WINE & SPIRIT MERCHANTS,
SAIL MAKERS,
AND
COMMISSION AGENTS,
Wynham Street, Hongkong.
Hongkong, April 1, 1869.

THE LONDON & CHINA EXPRESS.

IS published in London for the P. & O.
Co.'s and French Mails, and contains—
Summary of Home, Parliamentary, and
Foreign News.
Special Correspondents' Letters from
Germany, Holland, &c.
Leading Articles on the principal inter-
ests of China.
Digest of Home Opinions on China Sub-
jects.
List of Passengers by the current and
succeeding Mails.
Naval and Military News.
Births, Marriages, and Deaths.
Commercial, Banking, Share Lists, &c.
Market Reports, Shipping News, Freight,
Exchanges, &c., from London and
the Continent, New York, &c.
Statistics of Imports and Exports.
Supplement.
Statement of each Ship's Cargo for
China and Japan, and by the P. & O.
Co. Mails.
Subscription—\$12 per Annum. With
Export Supplement, \$14.50. Single Copies,
60 cents.

MORRIS & Co.,
Agents, Queen's Road.
Hongkong, March 12, 1869.

NOTICE.

THE SHANGHAI NEWS-LETTER.

ENLARGED to double its former size,
now affords a better medium of intel-
ligence from this quarter of the world. It
is published for the transmission of all the
current Mercantile, Political, and General
News of China and Japan, by the Pacific
Mail Steamers to America and Europe.
The Subscription to the News-Letter is
Two Dollars and a half per annum, for
subscribers in Shanghai, and Three Dol-
lars when mailed.
The authorized Agents for receiving Ad-
vertisements and Subscriptions are—
Mr J. W. SULLIVAN, 609, Sansone Street,
San Francisco.
London & China Express, 2, Cowper's
Court, Cornhill, London.
Messrs Wm. H. FOGG & Co., 32, Burling
Slip, New York.
Messrs H. FOGG & Co., Bund, Shanghai.
Shanghai, March 20, 1869. may20

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Slip, New York.
Messrs H. FOGG & Co., Bund, Shanghai.
Shanghai, March 20, 1869. may20

New Advertisements.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

THE Fortnightly Market Circulars pub-
lished by the CHAMBER, will in future
be deliverable from the Office of the Under-
signed from 10 a.m. of the morning preced-
ing the steamer's departure. The Circulars
are at the disposal of non-Members, on ap-
plication to the Secretary, who will furnish
particulars of cost, &c.

J. W. WOOD,
Secretary.
Club Chambers,
Hongkong, March 2, 1869.

MORRIS & Co.,
AUCTIONEERS,
NEWS AND COMMISSION AGENTS,
QUEEN'S ROAD,
HONGKONG.
(Late J. B. Morris, News Agent.)

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Unpaid
Capital of One Hundred Dollars per
Share on the 20,000 New Shares of the
Corporation's Stock will fall due on the
dates following, viz:—
On 1st July, 1869, \$25
1st July, 1870, 25
1st Jan., 1872, 25
1st Jan., 1873, 25

Shareholders electing to pay the whole
or any portion of the above Calls by anti-
cipation will receive interest at the rate of
5 per cent. per annum, payable half-yearly,
until the respective dates at which the
Calls shall fall due, and receipts for such
payments will be issued at the Head Office
and Branches.

By Order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.
Hongkong, March 2, 1869.

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the year
ending on 31st December last, at the
rate of Twelve per cent. per annum, say
\$7.50 per paid-up Share of \$125, and \$1.50
per Share on which \$25 have been paid, is
payable on and after MONDAY, the 22nd
instant, at the Offices of the Corporation,
where Shareholders are requested to apply
for Warrants.

By order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.
Hongkong, February 15, 1869.

MESSRS. KOSS & Co.
EG to inform the public of Hongkong
that they had established themselves

Notices to Consignees.

NOTICE.
CONSIGNEES of Cargo per Company's Steamship "Dupleix," from Yokohama are requested to send in their Bills of Lading, for countersignature, and to take delivery of their Goods before noon, on the 28th inst. or they will be landed and stored at their risk and expense.
C. BERTRAND,
Principal Agent.
Hongkong, April 24, 1869.

Notices of Firms.

NOTICE.
I HAVE established myself at Kobe, and Osaka, as Commission Merchant and General Agent.
HENRY LUCAS.
Hongkong, April 16, 1869.

NOTICE.
MR. JOHN GERRARD, will act as our Attorney for China from this date.
FRED. M. HARSANT,
GEORGE A. F. NORRIS.
Hongkong, April 20, 1869.

NOTICE.
MR. F. GROVER has this day been admitted a partner in our firm.
SANDER & Co.
Hongkong, April 21, 1869.

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MR. J. G. GROVER has this day been admitted a partner in our firm.
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SANDER & Co.
Hongkong, April 21, 1869.

For Sale.

PER OVERLAND MAIL.
MISS ROSE has just received a choice assortment of Black and Colored SILKS, BAILEGE, Fancy and Muslin DRESSES.
RIBBONS, Velvet and Dress TRIMMINGS in great variety.
WELLINGTON STREET,
Opposite the Catholic Chapel.
Hongkong, April 9, 1869.

TOBACCO.

FOR SALE by the Undersigned, an Invoice of AMERICAN TOBACCO, comprising:
GOLD TWIST.
GOLD LEAF.
NAVY FOUR.
SOLACE.
And other BRANDS.
J. M. ARMSTRONG,
Auctioneer and General Commission Agent.
Commercial Bank Buildings,
Queen's Road,
Hongkong, April 10, 1869.

FOR SALE.

HE following Properties belonging to the Estate of DEWEY & Co., At Hongkong—The Property at present occupied by Messrs. EVANS & RAINBOW, consisting of a Dwelling House, with Servants' Offices and Stables and three Godowns each 150 feet by 60.
The situation of this Property outside the British concession, its river frontage of 820 feet and extensive Godown accommodation makes it one of the most valuable at Hongkong especially for steam boat purposes.
At Kowloon—Four Lots on the British Concession with a frontage of 239 feet on this river bank. The buildings consist of a Dwelling House, with Servants' Offices and two Godowns, 100 feet by 60 and 106 feet by 60 on the front Lots, and of a Godown 156 feet by 66 feet on the back Lot.
For further particulars, apply at the Office of the Trustees.
No. 7, Pedder's Hill.
H. P. HANSEN,
Shanghai.
Hongkong, April 10, 1869.

PER CASE OF 12 BOTTLES.

GOOD Breakfast CLARET, doz. \$ 4.00
In bottle 24 p. doz. \$ 4.00
Maiden Breakfast CLARET, doz. \$ 5.00
Dessert CLARET, doz. \$ 6.00
St. Emilion, doz. \$ 8.00
Chateau Margaux, doz. \$ 9.00
St. Pierre St. Julien (extra), doz. \$ 24.00
CLARET in Wood, doz. \$ 45.00
Medoc in Wood, 40 gals., doz. \$ 35.00
Roussillon, 40 gals., doz. \$ 35.00
G. DUROST & Co.
Hongkong, April 1, 1869.

EX FALCON AND ZIBA.

LONG CLOTH SHIRTS with Linen Fronts, Gauze, Merino and Silk UNDER-SHIRTS, Linen and Paper CULLARS, White, Brown and Stripe Thread and Cotton SOCKS, KNOTTIES and SOLETS, Cambric HANDKERCHIEFS, Straw Umbrellas, Metalic VESTS, Dryers, DUCK and DRILL, ALPACA, French MERINO and PAK MATIAS.
Ladies' and Children's Trimmed and Untrimmed HATS, White and Fancy Muslin and other DRESSES, Printed French CAMBRICS, Silk Laine Thread and Cotton HOSIERY, Silk GLOVES, Trimmed BODICES, Cambric EDGINGS, RIBBONS, LACES, VELVETS, HABERDASHERY, &c.
Window CURTAINS, Mosquito NETS, SHEETINGS and COUNTERPANES, Bath and Toilet TOWELS, Antimacassars and Toilet COVERS, Damask Table LINEN, Gauze and other FLANNELS, Longcloth and Irish LINENS, STATUERY of all kinds, PERFUMERY, BRUSHES, SOAPS, SPONGES, Children's TERAMBOLATORS, &c., &c.
S. W. BAKER & Co.
Hongkong, April 10, 1869.

FOR SALE.

PALE ALE, \$13 per Huddellin.
Ginger BRANDY, (Swaine Boord & Co's) \$6 per doz.
OLD TOM (Swaine Boord & Co's) \$6 per doz.
PALE DRY SHERRY, \$8 per doz.
PORT, \$9
EDMUND R. HOLMES,
Wine & Spirit Merchant,
"Star Hotel" Stores.
Hongkong, March 10, 1869.

GREAT REDUCTION.

THE Undersigned, who is closing his business in May next, begs respectfully to offer to the public his large selection of Photographs, at the following low rates, an opportunity that should not be lost; patrons wishing to have copies from their negatives, can have them at greatly reduced rates.
Views in set of 50 each, \$20.75
Views in a set of 25 each, \$12.50
W. P. FLOYD.
Hongkong, March 12, 1869.

NOTICE.

MR. J. THOMSON begs to intimate that he is now publishing a Series of 40 VIEWS OF HONGKONG, price \$20.
10 Views from Plate, 14 by 12
26 do. do. 10 by 8
4 Small instantaneous Subjects from the DEAGON PROSECUTION.
Hongkong, September 4, 1868.

FOR SALE.

YELLOW METAL, 18 to 28 oz. Muzie and Virvian.
JOHN BURD & Co.
Hongkong, April 5, 1869.

FOR SALE BY THE UNDERSIGNED.

ENGLISH and Anglo German CONCERTINAS, HARMONIUMS, VIOLINS and VIOLIN STRINGS, FLUTES, NEW MUSIC, &c., &c.
Pianos for hire and repaired.
C. WAGNER,
Hollywood Road.
Hongkong, March 1, 1869.

For Sale.

FOR SALE.
MANILA HARD WOOD.
Consisting of:
MOLAYES.
BANABAS.
ARANGAS.
And other descriptions.
Apply to
LANDSTEIN & Co.
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AT THE "CHINA MAIL" OFFICE.
THE following SETS of the "CHINA PUNCH" can be obtained, stitched in paper wrappers, at the rate of 25 cents per copy viz—
1 set, deficient 5, per set \$5.75.
21 " " 4, 5, " \$5.50.
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Also a few separate copies of Nos. 1, 2, 3, 7, 11, 12, 13, 16, 17, and from 19 to 24.
O. A. SAINT.

PAYNE AND COMPANY, BELGATE-BONGALOW, Calcutta.
ESTABLISHED HALF A CENTURY, WHOLESALE AND RETAIL DEPOT, FOR THE SALE OF THEIR ASSORTED CHUTNIES and Indian Condiments.

Best Bengal Chutney Per lhd. \$25.
" Lucknow Chutney " " 30.
" Cashmere Chutney " " 30.
" Pindia Chutney " " 25.
" Col. Skinner's Chutney " " 25.
" Major Gray's Chutney " " 25.
" Pickled Mangos, 100 in barrel, 20s
" Mulligatawny Paste " Per doz. qts. 80s
" Curry Paste " Per doz. pta. 20s
" Curry Powder " Per lb. 4s
" Tamarind Fish, 100 slices in barrel, 20s
" Tamarind Fish, 100 gal. square, 7s
" Mangoes Fish, 100 bottle, 11s
" Smoked Mangos, Fish, 100 in tin, 11s
" Chili Vinegar " Per bottle 2s
" Cayenne Pepper " Per bottle 2s
" JAMS AND JELLIES, 2-lb. tins 1-lb. tins.
" Guava Jelly, 2-lb. tins 1-lb. tins.
" Tipperary Jam " 2-lb. tins 1-lb. tins.
" Preserved Limes " 2-lb. tins 1-lb. tins.
" Preserved Mangos " 2-lb. tins 1-lb. tins.
" Pine-Apple Jelly " 2-lb. tins 1-lb. tins.
" Pickled Limes " 2-lb. tins 1-lb. tins.
" Pickled Peas " 2-lb. tins 1-lb. tins.
" Pickled Beans " 2-lb. tins 1-lb. tins.
" Pickled Onions " 2-lb. tins 1-lb. tins.
" Pickled Mushrooms " 2-lb. tins 1-lb. tins.
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of every description exa.
the "China Mail" Office,
neatness, punctuality,
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CHARLES A. SAINT.

50 CENTS.

owing the Proposed Move.
the Mail Steam Packets of
pany for the Year 1869, as
for Majesty's Postmaster

at the China Mail Office,
December 26, 1868.

particularly requested that
ons relating to the general
paper be addressed to this
in no case to individuals by
delay and inconvenience in
of business will thereby be

RESPONDENTS.

are open to all who wish to
on legitimate grounds, but
nurses responsible for the
respondents.

ations addressed to this paper
anted by the name of the
for publication, but not
and faith.

KINA MAIL.

WEDNESDAY, APRIL 27, 1869.

here are fond of compar-
atives of the Chinese and
; somewhat unduly, as we
K, in favour of the latter.

however they can safely
parison. Readers of the
ers will have perceived the

of the recent fearful
which the Japanese Admi-
Keweenaw, was instantaneous.

While the carelessness
one of the crew in smoking
is taking in powder was
these, the after-treatment

stands out in bold relief
unpleasant, recklessness,
of which has within the last
disclosed in this Colony.

the Keweenaw were taken
fully mangled as hardly
ble as human beings, and
Doctors were requested to

"They found them at a
agawa, where everything
done was being done by
physicians and surgeons in
the nurses. But the night

breathing one. They lived,
some of them, recovered
very few of them, if any,
cover. They were some-

together, which, as Dr
nouncement, will probably
did." The kindness and
in attendance, as the

"It was worthy of all
is little need for us to
rel which the foregoing
veys, nor until the enquiry
we intend to refer, to
disclosures at Saturday's

we would earnestly hope
cities will no longer shut
the fact that an Asiatic
st be especially legislated
as must supply the motive
which good feeling, disre-

of public opinion, as
ed or otherwise ill-treated,
magistrate, Mr Goodlake,
with some cases of this
came before him, but we
not be not exceed his
many cases of course remain

His Excellency we know
absurd, fiction promul-
that no special legislation
was to be undertaken,
shown the absurdity of
it has been practically
of to the extent, we should

is permitted to inquire
nain gang system, is or is
to impose hard labour upon
condemned to it." Out
of late been frequently
exceedingly take-easy

in performing the
sh they are appointed; in
rulers and in the streets
ise in their work to give
are at the passing Euro-
ame it with an air which

minimum of misanthro-
re no advocates for un-
ess, but must express out-
negroes deputed to drive
about as useless as it is
positive any one in their

"The convicts are allowed
rich as they like." They
"scamp" the light labour
and the black warriors
attention upon passing
as brokers' carriages, de-

evoting them to their
yesterday we observed
man in charge, chatting
outsider and for anything
to the contrary, half the
had might have escaped

The chains and dress are of course not
favourable for such an attempt; but with
the present permission (or toleration) of
anything being handed to the prisoners,
an active convict might receive a steel
saw, and almost a file through his chain
before attracting attention. If hard
work is not part of the programme it is
still injudicious to permit vagabonds at
large to see what easy times a jail-bird
has. The fault of course lies with the
warders, and we suppose government will
not or cannot pay proper men to look
after the convicts. Whatever the cause,
the result is annoying.

Two rumours of a sensational character
are prevalent. The first is to the effect
that news was received at Shanghai just
before the mail's departure that one of
the high Chinese officials at Peking had
slapped the French Ambassador in the
face and that His Excellency had hauled
down his flag in consequence. If this be
true matters will be looking warlike in
the North.

The other rumour states that the
coolies of a vessel which recently left
Hongkong bound to Havana mutinied
in the Straits of Sunda and put the
officers and crew ashore. The Captain
retained on board to bring them
back to Hongkong. This is a new and
bloodless way of mutinying.

LOCAL.

From Canton we learn that on Saturday
last about the Customs business was finished,
the Linguists, 15 in number, assembled in
the General Office, and presented Mr G.
Detring with a magnificent Silver Cup.
The head Linguist made a neat little speech,
saying how sorry he and his colleagues were
to find that Mr Detring had been ordered
to Chinkiang, and expressed a wish that he
might be speedily promoted to the rank of
commissioner, &c. &c.

We have received an interesting commu-
nication upon the Chinese question from the
correspondent whose letter we previously
quoted, but are unable, owing to the great
press of local and Northern news, to find
room for it in this issue—the more so as
we desire to treat the opinions expressed as
length. We shall take an early opportunity
however of doing so.

We have to acknowledge with thanks a
pamphlet, published at the S. C. & O. Co.
Office, containing the private memoranda
on the revision of the Treaty of Tien-
tsin, forwarded to the British and American
Ministers at Peking. The writers are
Messrs B. Francis & Co., Canby, Cunningham,
Robertson and Kingmill, and the
reply of H. M. Minister is also included.
We will notice its contents in a future
issue.

TO DAY'S POLICE.

Mr May on the Bench.
Mr Mitchell, Postmaster General, ap-
peared to charge a Chinese letter-carrier
named Queen Sing, with having attempted
to obtain money under false pretences. It
appears that Queen Sing had written a letter
addressed to Mr S. W. Baker, Queen's
Road, to that address on Saturday after-
noon. This letter, which had arrived by
the Pung Shuey from Amoy, had a red mark
"paid" outside which means that the postage
was paid thereon; but prisoner endeavoured
to obtain the 8 cents again from Mr Baker.

On Saturday afternoon, the store having
been closed, he was told to come back;
which he did on Monday morning, and
asked for the eight-cent postage. Mr
Baker, not having his keys at hand, and
being in some doubt as to the correctness
of the claim, told prisoner to return later in
the day. Prisoner returned at eleven
o'clock, when Mr B. showed him the enve-
lope bearing the red mark and asked him
whether that was the letter he meant to
which prisoner replied that it was, and that
he had received the letter from a Portu-
guese, and he then went away. Mr B.
having communicated with the Postmaster
General, the Chinese employee was paraded
before him, and prisoner and another
were picked out; Mr B. is now perfectly
certain of the prisoner's identity, however,
and his confidence is supported by the
undoubted evidence of his own shop, who
was present in the store when the prisoner
came in. One of the reasons why Mr B.
picked out two men was, that the second
man was all in a tremor; but the doubt
was soon removed by the arrival of Mr B.'s
brother, who pointed out the man at once.

Mr Mitchell stated that prisoner was an
English coolie, and had been so for three
months. He had been highly recommended
by a clerk who had been in the service
for sixteen years; and his duty was to
stamp letters. Letters were accessible to
him, and he could stealthily remove a few
if he pleased so to do. A check is kept of
unpaid letters, but none is kept of those
paid or red-taxed; but prisoner might take
away a number of unpaid letters before
they were taxed or entered into the book,
and it would never be found out unless the
recipient reported the same. To be sure,
there were always about a dozen officers
moving about who are likely to detect theft.

The bona fide letter-carrier of the boat in
which Mr Baker's store is situated stated
that he delivered no letter to Mr B. on
that day; the prisoner had no boat, and
had no business to deliver letters. Pri-
soner first gave one blundering excuse, and
then another. Mr May said that he was
satisfied himself of the letter in question with
the intention of obtaining money under the
pretence that the postage had not been
paid. It was very well known by all the
employees at the Post Office that this was
a very serious offence; and he was certain
that prisoner must have very well known
that he was doing wrong when he did so.
It was very foolish on his part, because
those sort of things were almost sure to be
found out in the end. But there was cer-
tainly an unusual amount of foolishness
connected with the present case. Prisoner
had comfortable employment, with very
good wages and a certainty of promotion in
Government employ from \$6 to \$12 per
month; and yet he would go and risk the
loss of all this for a paltry sum of 8 cents.
He would send him to hard labor for six
months.

Two Chinese servants on board the str.
Kwang Tung were yesterday charged on
suspicion of having committed a robbery
on board. Mr Westoby, second officer,
stated that he suspected the preceptors of

having stolen his silver watch and gold
chain, but as he had no direct evidence, he
asked for a remand until to-morrow, the
28th. The remand was granted.

The two coolies in custody as detestates,
who, as alleged, were rejected by the Emi-
gration Officer when they presented them-
selves as emigrants for Surinam, were
brought up again this morning. Mr D. R.
Caldwell gave evidence much the same as
he did when he gave before the Coroner;
except perhaps that he identified the first
coolie as one who had been rejected and sent
on shore. The second coolie was pronounced
by Mr C. as a confirmed opium-smoker, and
one who would be certain to be refused by
the medical examiner. Mr Caldwell further
said that he would undertake to find a pas-
sage for the defendants to the place from
which they came; and the Magistrate
accordingly discharged the coolies.

THE CHINESE HOSPITAL CASE.

The adjourned inquest upon the Chinese
emigrant who died in the K-Tze, was
resumed this afternoon, when the evidence
of the master of the hospital was read over.
The keeper corrected part of this evidence,
and one statement was modified. He had
formerly stated that he had received money
from Mr Caldwell for expenses upon and
burial of the coolie; he now said that the
money was paid for burial expenses only.
The Coroner remarked that this was a
very important point, because if the witness
undertook any responsibility, he might
have to answer for it.

The witness continued to make correc-
tions in his statement; and the Coroner
observed that it was somewhat strange that
the mind of the witness was clear on some
points and dull on others.

His statement that he cleaned out the
place when he saw the Registrar General
holding his nose, was received with con-
siderable nod. No Chinese was ever sent
to Hospital of whom any hopes of recovery
are entertained. People in uniform used
to come and visit the place; and the Nui-
ance Inspector had given orders for the
place to be cleaned.

Re-examined: There is no regular doctor
attached to the K-Tze. The Chinese com-
munity do not now take much interest in
the Hospital. The Committee (of whom two
or three are dead) do not often go the place
now.

A doctor came from the Emigration
houses. Did not go to the Registrar Gen-
eral with Mr Caldwell last year to present
a petition. Had no interpreter for the
other dialects. The second man who came
to look after the sick men, looked like a
thief, and witness asked him what he
wanted there; he did not come back, be-
cause he thought there was no hope of
deceased recovering from his sickness.

Regarding the three or four persons who
survived the Hospital atmosphere and
treatment, the witness said that the Hospi-
tal attendant went with him to the emigra-
tion houses. There is no fixed charge for
anything done for the sick people, except
by voluntary contribution. He does his
work for what he may get; but he does
not make a "good thing" of it; he said
he had a kind heart, and did it because it
was better to be virtuous. (The Coroner
here asked how many dollars he made a
week.) Witness said he did not know.
For every coffin he got he paid one taal;
and he had paid \$6 and 1 taal this year
(\$7.40) for that purpose for emigrants, and
the other (the shop) (Fook Shue) four taals
more. There were two corpses from the
Lung-kee, one from the Hin-kee, and six
from the Kwong-kee.

James Livingston, Inspector of nuisances
of Western district, was next examined.
He stated that he knew a place called the
K-Tze; it is part of his duty to visit the
place. He was never told to visit the place
particularly, and he had no fixed time to
visit. He passed it every day, but visited
it once or twice a week. When he has no
the front and back are clean; he has no
instructions to enter any house. He has
always reported the temple to be clean;
was never inside, always found the doors
shut, and thought the row of small houses
were cook-houses. Never heard groans
there; and never saw a dead body car-
ried out from thence. Have seen coffins
there, which he supposed were for sale.

In some coffins at the back there are
dead bodies; the coffins are sealed and
concealed, and never found any of them
open. Have sometimes seen Chinese
notices with the last wishes, and have
seen him, often. Has been in charge
of the Western District since August
last; has never discovered that there were
sick people at this house. The book in
which the reports of the visits are entered
is shown to Dr Murray every second day.

(Dr Cochran: You report to Dr Murray;
it is the first time I ever heard of it.)
Witness continued: Never heard of any
place being in Tapinghau to which people
were sent to die. Dr Murray never said
anything about it. Two or three minutes
would be about the longest time that I
ever was about the place.

The Coroner here remarked that the
inquest would have to be adjourned to the
Civil Hospital, where a man lay who had
been in the Hospital in question; this man
was getting better, but as he had important
evidence to give, he had better get it.
It was ultimately agreed to hold it over.

John Petersen, Inspector of brothels, said
that he reported the K-Tze to the Regis-
trar General. He found there, in the East
side of the Temple, five or six persons,
some sick and others dying. He was
told by Chinese that there were some
people there, and that was the reason
he went; it was not part of his duty;
the Chinese said "Plenty men have die
that house." He was in the house eight
months ago; there were then three or four
sick people. The place was not clean, but
was much the same as other Chinese places;
made no report. Estimates of licensed bor-
thels have been sent to K-Tze; two, one
of whom died, and he believed the other
was still alive. Always understood the
place to be an Hospital. Thought it was
a miserable place; but have seen houses of
poor Chinese nearly as bad. The women
he spoke of were separated from the men;
this was about two years ago. Didn't
know why they were not sent to the Civil
Hospital. People belonging to the houses
attended the women; could not say who
attended them exactly.

The inquest was continuing when the
Mail went to press.

A GOOD PRIZE FOR A RUG—Mrs. Rugg,
a widow, having taken Mr. Price for her
second husband, and being asked what she
liked the change, replied, "Oh, I get rid of
my old Rugg for a good price."

A LADY'S SERVANT-LINE—A gentleman's
arm,

THE NORTH.

(Continued.)

The festivities—if the term be not im-
propriate—in connection with the demise
of Koo-fong-sing a well known native re-
sident, were suddenly brought to a most
unlooked-for close at an early hour yester-
day evening. We hear that upon two
gentlemen presenting themselves at the
door, and requesting admission to the hall,
they found the lamps all extinguished, the
visitors leaving in the most hurried manner,
and the utmost confusion and consterna-
tion depicted upon every face. Upon en-
quiring the reason, they were informed by
the policeman stationed at the entrance,
that another death was imminent, and
that he had the strictest orders not to admit
anybody, on any pretext whatever, either
native or foreigner. The catastrophe ap-
pears to have been this. Somewhat earlier
in the evening, a European whose name,
we believe, has not transpired, somehow
or other found means to pay his respects
to old Lady Koo-fong-sing, the No. 1 wife
of the lamented dead, and, overcome by
sympathy, we suppose, at her forlorn con-
dition, was so audacious enough to shake
hands with her. The effect was fearful,
but quite unexpected by the gentleman
foreigner. The unfortunate lady who, in
a state of very bad health, instantly
went into a violent fit of hysterics, from
which it was almost impossible to get her
round. The fright, the result of the viola-
tion of her feelings by a boisterous barba-
rian whom she had never seen before—
was very nearly the cause of her death.
Messengers were despatched in all direc-
tions in quest of doctors, while the old
lady lay kicking and dying, and refusing
to be comforted. Upon enquiring this
morning, however, we were gratified to
learn that the venerable invalid was coming
round, and had given some faint hopes
that she had thought better of joining her
dear departed. The latest bulletins, too,
we believe are favourable, and sincerely
trust that this is the first and will be the
last time that any foreigner will have the
presumption to make so free with the feel-
ings of inconvertible widows.

The international sailing match between
Mr. Ashby's American Yacht *Vision* and
Capt. Partridge's English Yacht *Belton* came
off on the 20th April. By mutual agree-
ment, as we suppose, they started some
distance below the point formerly agreed
upon. At 2.30 p.m. the boats (sailing
westward) were close to the Middle Ground, the *Vision*
leading by some 300 yards. At 4 p.m. off
the point abreast of Collyer's Dock, the
Vision was still one tack ahead, the *Belton*
showing up well. The *Vision* finally passed
the winning post eight minutes be-
hind her rival, thus adding to her
previous victories, one more by beating the
Belton.

From a correspondent at Kalang, Formosa,
we learn that negotiations are being
made for the purchase, by a foreigner, of a
coal mine. As yet the price asked is much
too high. The people are described as being
very like the New Zealanders, they fight
fervently and take the body. The writer
found great difficulty in travelling through
the country, being able only to penetrate
15 miles in one direction, owing to the
savage nature of the people and their enmity
to white men. Several buildings are in
the state of erection for the Customs Service.
Other buildings are in abeyance pending
instructions from Peking.

(North China Herald.)
A correspondent lashes himself into a
state of patriotic indignation on the text of
our recent criticism on the appointment of
a French Consul interpreter, per *alibi*, as
to be a last class Customs Clerk, declaring
that our objection is to the introduction of a
Frenchman, and that we would wish the
Customs Service farmed for the exclusive
benefit of Englishmen. We might meet M.

Elly on his own ground, and point out to
him that the trade of China with the whole
continent of Europe last year was better, in
value, than the trade of England with the
U.S. 60,000,000,000, out of a total of 150,
000,000,000. Her preponderant interests,
therefore, entitle her to be largely repre-
sented. But we never have and do not wish
to take this ground; and will simply re-
mark that if M. Elly had read our pre-
vious commentaries on late Customs ap-
pointments, he would have found we quite
admit the principle of different nationalities
getting a fair share of Customs good things,
and only deprecate the injustice done to old
employees, by these sudden appointments,
over their heads, to high posts. By all
means, let all countries interested in China
be fairly represented in the Customs ser-
vice; but let them work their way to place
by seniority and merit.

A plot of land situated at the corner of
Peking and Shantung roads, measuring 1m.
2f., with 9 Chinese houses, has been sold
by auction for 15,000; and a plot mea-
suring 1/2 at the opposite corner, with 7
Chinese houses, for 7,000. The 15m. of
land, on the Pooking side, went for 11.
Four shares in the Recreation Fund went
for 316 each.

In view of the discussion which has been
raised as to the respective merits of Hukow
and Kiukiang, the following memorandum
will be interesting—

Ho-kow, at the mouth of the Poyang
Lake, is simply a military station, situated
on some low hills; and has no trade of any
kind, from it to the opposite shore is about
half a mile; with a depth of seven fathoms
in the middle, gradually shallowing towards
the shore; with good holding ground of
sandy silt. When the water is high, there
is little or no current in the Lake, and
vessels anchoring at Ho-kow would have
to bring to in mid-channel, and with light
variable winds they would swing in all
directions. Could the weather be depend-
ent upon, steamers could anchor about 30
yards outside the line of the rock
upon which the temple stands; but it must
be remembered that the North-easterly
gales blow right in on Ho-kow, and that
the only shelter is a small artificial har-
bour, which the natives have constructed
for their gun-boats—of course, utterly use-
less for foreign vessels. As the water of
the Yang-tze falls, as a current becomes
perceptible in the Lake, which gradually
increases to two or two and a half knots.

In navigating the Poyang Lake, it will
be necessary to bear in mind the rise and
fall of the Yang-tze, and also the gradual
fall of the water in the Lake. Between the
Orphan and the Widow rocks, not less
than 9 feet of water are to be found; in
fact, we have a patch of 40 inches to 3 feet
about 180 yards beyond the Widow's rock,
with the same depth at the mouth of the
channel, leading to Tu-chang where it
branches off from that to Wu-chang. After
passing this patch, the water again deepens
until you reach the village of Chu-ko—
here junks remain until the water rises, or

their cargoes are taken out and sent over-
land to Wu-chang. Off Yu-chow, there
are six fathoms, with a rise and fall of
some 12 feet, the same rise and fall at
Pagoda below, and some 15 feet at the
mouth of the river; this outlet is very nar-
row and the current runs about 7 knots.
At the Widow's rock, the rise is about 30
feet. There is a strong under current at
the mouth of the Lake, in summer, causing
a great deal of chow-chow water in the
river during the summer; and a shoal,
which is gradually increasing, is in the
course of formation at the outlet of the
Lake.

THE NEW TREATY.

The following letter from Sir R. Alcock
has been communicated by H. R. M. Con-
sul to the Chamber of Commerce, and is
handed to the papers for publication:—

No. 24.

PEKING, April 1st, 1869.
Sir—I have already given a general
reply to your despatch No. 15, of the 16th
of February, and its enclosures, including
the answer of the Chamber of Commerce.
Among the correspondence, however, was
a letter from an individual member of the
Municipal Community of Shanghai, forming
enclosure No. 2, which is well entitled
to further notice in its special reference to
the abuses and difficulties attending the
collection of Transit Dues, the "Quotient
system," in all the memorials which have
been received.

Without adopting all the opinions of the
writer, or agreeing in the correctness of
some of the premises on which his con-
clusions are founded on this aid other
subjects discussed, I am struck with the
impartial spirit in which all the difficulties
of the situation are weighed, and appreci-
ate very highly the breadth of view mani-
fested in his suggestions for a revision of
the Treaty in a large and equitable sense.

I think the Mercantile body to be con-
gratulated that there should be one of their
number prompt to recognise the fact, so
often overlooked, that "for the first time we
are about to negotiate a Treaty the basis
of which is not to be the right of conquest,
but in the calmness of peace, reason and
justice, we are about to try and persuade
the Chinese Government to yield those
concessions which we undertake the re-
sponsibility of recommending." In a word,
we are no longer dictating conditions of
peace, but negotiating for reciprocal ad-
vantages upon an equal footing. If the
Mercantile Community will keep this steady
in view, much disappointment will be
avoided.

There is much in Mr. Robertson's views
concerning the system of Transit Dues as
established by Treaty, its defects, and the
abuses to which it has given rise, worthy
of careful consideration. And, as nothing
is really more important than a right con-
clusion on all the points raised, I propose to
pass in review the leading facts bearing
upon the whole question of Transit Dues
in connection with Mr. Robertson's state-
ments, that you may refer the subject to
the Chamber of Commerce for their collec-
tive opinion.

Late as it is, there is yet time, be-
fore any final decision need be taken,
to turn to profit any well-considered scheme
by which the chief difficulties may be sa-
tisfactorily removed. Any revision of the
Treaty, indeed, which should fall in this
world, in my opinion, fall in the most car-
dinal point, and could be of little avail for
the extension of free trade and equalisation
of trade. It is far more important that a revision
of the Treaty should be satisfactory than
that it should be effected within any
specified time. There is nothing, in fact,
to limit the period of preliminary examina-
tion and negotiation; if, in the present
condition of the Empire, or the existing state
of affairs, the obstacles to any satisfactory
revision in the sense of large and practical
improvements should be found insuperable,
there is nothing to be gained by hurrying
the negotiations to a close. On the contrary,
I believe it would be better, in the com-
mon interest to have no revision at all, than
to accept such incomplete and imperfect re-
sults as would leave Foreign interests and
relations practically the same and without
any material improvement. I have no de-
sire to be a party to any such settlement.

Whether any acceptable revision can be
effected during the present year, or not,
greatly depends, I conceive, upon the pos-
sibility of inducing a satisfactory solution of
the difficult question involved in the sys-
tem of transit dues. I am still clear in the
conviction expressed in my Circular of the
17th of February 1868, that it is not in
the direction of more ports, improvements
in the rules and procedure of the Maritime
Customs, nor even in the liberty of open-
ing business premises in the interior with
a right of inland residence, that "relief is
mainly to be sought, for what is most
real or serious in the grievances set forth
in the Memorials, but in the fiscal sys-
tem of the provinces, and the levy of 21m.
of inland duties, with all the accom-
panying obstructions and abuses, which
constitute the greatest obstacle to the
extension of trade and the free exchange
of the staples of Foreign Trade; whether
import or export." I have more recent-
ly expressed my opinion upon the degree
of importance to be attached to rights of
inland residence—Steam Navigation—the
introduction of Railroads and Telegraphs—
and working railways—in their connection
with the prior question. If the free ex-
change of goods through the interior could be
secured, Foreign Trade might very well
afford to wait for those further aids and
appliances. And if this is not to be accom-
plished without these latter adjuncts, it is
very doubtful, in my mind, how far the
end is attainable at all during the minority
of the Emperor and under existing condi-
tions. This will explain to you, and to the
Chamber of Commerce, the importance I
attach to the full consideration of all the
difficulties of the Transit system, and the
best mode of dealing with them. The
whole subject seems to me to require far-
ther ventilation, and an opportunity for
general discussion can hardly fail, therefore,
to be advantageous.

The facts are not even well understood,
and *Leikin* and other taxes are continually
spoken of as violations of the Treaty, which
have nothing whatever to do with Transit
Dues. If any progress is to be made in
the removal of real and practical grievances,
there must be no room for misapprehen-
sion as to their true character. That
which may be a very legitimate subject
of complaint, and a serious grievance to
the Merchant, in defects or abuses in the fiscal
administration of the country, is not neces-
sarily a violation of Treaty rights. I pre-
sume Mr. Robertson will have no objection
to the communication of his letter to the
Chamber of Commerce; and it will be
fairer to him, and more satisfactory to the

Chamber, if the whole of his views are
taken together in connection with the fol-
lowing remarks on the Transit Dues.

I agreed, from the first, with the Shang-
hai Chamber of Commerce, that "the
most essential questions for consideration," in
any revision of Treaty, should have refer-
ence to "the bona fide introduction into
this country of English Manufactures." I
think this one object cannot be too
steadily kept in view. Whatever is con-
ducive to this must be a principal object of
desire, both to the British Merchant and
his Government. Whatever is obstructive,
or in any way opposed to such facilities for
the transit of goods and exemption from
all arbitrary charges or vexatious delays,
must be equally open to objection. What-
ever, then, as the Chamber was and still is
of opinion, "the right to reside in the
interior for purposes of trade, and the em-
ployment of adequate means of communi-
cation," such as inland steam naviga-
tion, Railroads, and Telegraphs, or the
removal of existing abuses in the barrier
system, retaining the means of transport
now in use, are the most essential condi-
tions,—is a question of means to the end,
as I pointed out in the same despatch. To
this opinion, I still adhere. Steam Navi-
gation, Railroads, and Telegraphs, are all
subservient to the development of trade,
by lessening cost of transport, increasing
speed of transit and communication, and
sweeping aside many local obstructions and
charges. They derive their chief import-
ance to the foreign merchant in China as
material means of effecting these ends. If
they can be secured without such means,
they may be dispensed with, either for an
indefinite period, or until the country and
its rulers, in their own interest, seeing the
advantages to be obtained by such
appliances, are ready to adopt them. China,
in the present day, is but where England
was a few years ago, when canals and
rivers, with barges and sailing vessels,
offered the only means of transport by
water, and carts or vans by land. And yet
Great Britain had a large and prosperous
trade before the first line of rails was laid
between Liverpool and Manchester, or a
single steamship had entered the Mersey or
the Thames. A trade increasing and pro-
sperous, despite slow means of transport,
and heavy tolls at locks and turnpikes gates
—heavier, there is reason to believe, than
any now levied through one of the provinces
of China—larger than the whole of Great
Britain. These conditions were common
to all Western countries, to France as to
Germany, to America no less than to Great
Britain,—at the beginning of the present
century.

As to the burden of taxation laid upon
trade in China, it has undoubtedly been
heavy of late years, and far from judi-
ciously imposed, even in the interest of
revenue. But it is so certain that the dis-
position of Chinese rulers to impose such
taxes, or their power, would cease with
Railroads or Steam Navigation, or that
Foreign goods and Foreign owned native
products could be effectually exempted from
such taxation? Again, are we quite cer-
tain that either the incidence or amount of
the taxation actually levied has been truly
reported by those whose interests were
obviously concerned in exaggerating all its
conditions? Finally, has there not been a
manifest error in assuming that the amount
of taxation existing in any district and
period, prevailed everywhere and at all
times?

Although the Chamber, in its memorial,
and subsequently in its Circular letter of
the 24th of January 1869, to the Chambers
of Commerce in England, stated the inland
tolls to Soochow, only some eighty miles
distant, to be nearly fifteen per cent of the
cost of manufactured goods, this does not
apply to every district, nor to one very
conspicuously.

If Mr. Robertson, himself belonging to
the Mercantile community in Shanghai,
and acquainted with the practical working
of the existing system, is not mistaken,
"the taxation of Foreign Imports, gene-
rally including internal dues,"—that is,
the taxation with all its excesses and
abuses,—to places of which we have defi-
nite information, is not so high, in the
majority of instances, as in the tariff of the
United States or Canada.

In corroboration of the accuracy

Houses and Lands.

TO LET.
A desirable Granite GODOWN at Wan-chai, convenient to the Water.
For particulars, apply to
OLYFANT & Co.
Hongkong, April 16, 1869.

TO LET.
No. 2 Pechili Terrace, with immediate Possession. Apply to
LANE, CRAWFORD & Co.
Hongkong, April 16, 1869.

TO LET.
HE Premises at present occupied by the Undersecretary at a Store.
THOS. HUNT & Co.
Hongkong, April 12, 1869.

TO LET.
ONE FLOOR of a house in Queen's Road, well situated.
ROB. S. WALKER & Co.
Hongkong, March 23, 1869.

TO LET.
(With possession on the 1st May next.)
A desirable house, situated in the Queen's Road, and adjoining the Praya, at present occupied by Messrs. BOWEN & Co. This Property can be divided into three portions, viz.:—
1. The Praya is detached and contains extensive Godowns on the ground and middle floor, with private residence on the upper floor and separate entrance thereto.
2. The portion adjoining the Queen's Road, now a very central position is admirably adapted for a shop or store, having Godowns on the basement floor, and dwelling on the upper floor.
3. The Central portion consists of two blocks of buildings, each two stories, and suitable for offices and Godowns.
For particulars apply to
DOUGLAS LARPAK & Co.
Hongkong, March 1, 1869.

TO LET.
WITH immediate possession. That desirable BUNGALOW, situated at HONGKONG, and known as "BELMONT." Apply to
GILMAN & Co.
Hongkong, February 27, 1869.

TO LET.
HOUSES, Commodious in every respect, situated in a healthy and desirable locality, viz.: *Mong To Terrace.*
Apply to
JOHN GERRARD.
Hongkong, February 8, 1869.

CLUB CHAMBERS D'AGUILAR STREET.
A few sets of these desirable CHAMBERS are now vacant, and can be had on reasonable terms. Apply to
DOUGLAS LARPAK & Co.
Hongkong, February 5, 1869.

TO LET.
THE CORNER HOUSE, No. 43a in Peel Street, containing five Rooms with Commodious Room and Godown attached. Water and Gas laid.
For particulars, apply to
H. P. STUNDEE SETNA.
Messrs. H. & A. C. CAMARER & Co's Office, Queen's Road.
Hongkong, January 19, 1869.

TO LET.
THE CORNER HOUSE, No. 22 A, in Gage Street, containing six Rooms with Commodious Room and Godown attached. Water and Gas laid on.
For particulars, apply to
H. P. STUNDEE SETNA.
Messrs. H. & A. C. CAMARER & Co's Office, Queen's Road.
Hongkong, December 1, 1868.

TO LET.
WITH immediate possession, the House and Offices, No. 4, Gough Street, lately occupied by Messrs. A. WILKINSON & Co.
Apply to
GILB. LIVINGSTON & Co.
Hongkong, October 14, 1868.

TO LET.
A CONVENIENTLY situated HOUSE in Chaney Lane, Rent moderate.
Apply to
ARNOLD KARBURG & Co.
Hongkong, October 5, 1868.

TO LET.
THREE Spacious GODOWNS suitable for storing dry Goods; also a Fireproof GODOWN capable of containing 1,000 chests of Opium, situated in the central part of Queen's Road.
Apply to
J. F. ROSE, Secretary.
Hongkong, August 12, 1868.

TWO HOUSES TO BE LET.
RECENTLY put in thorough Repair, situated in the RISE OF THE HILL, Waterfront, and an easy distance from the Queen's Road.
Apply to
MR. BARRINGTON.
Wyndham Street.
Hongkong, May 13, 1868.

LIGHTERAGE AND STORAGE.
HE Undersigned will undertake to land and store Cottons, Laces, Coals, and other Merchandise in their own Boats, and to receive the same on STORAGE in first-class Granite Godowns, on Moderate Terms.
Apply to
ROB. S. WALKER & Co.
Hongkong, March 4, 1868.

NOTICE.
T. O. L. E. T.
HE desirable PREMISES on the Queen's Road, lately in the occupation of the Asiatic Bank.
For particulars, apply to
SMITH, ARCHER & Co.
Hongkong, May 18, 1868.

TO BE LET.
TWO New and Strong GODOWNS on Marine Lane No. 43.
Apply to
GAVIN THOMPSON.
at GIBB, LIVINGSTON & Co.'s Office, Hongkong, December 16, 1867.

Docks.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHAREHOLDERS are requested to take notice that the Ninth call of Fifty Dollars on the new Stock of the above named Company is due on the 1st June next and will be payable at the office of the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts for the payment thereof will be granted by the Manager.
Interest at the rate of Twelve per cent per annum will be charged after the above date.
By order of the Board of Directors,
GEORGE N. MINTO,
Secretary.
Hongkong, March 1, 1869.

UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.

HE Shareholders are requested to take notice that the FIFTH CALL is payable in two instalments of \$100 each on 31st March and 30th June next, at the Office of the Hongkong and Shanghai Banking Corporation.
Interest at the rate of 12 per cent per annum will be charged after the above date.
By order of the Board of Directors,
ROB. S. WALKER,
Secretary.
Hongkong, February 18, 1869.

THE UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.

HE Company call the attention of Ship Owners, Consignees and Masters of Vessels, to their Establishment at Hongkong and Whampoa, for the DOCKING and REPAIRING of Vessels of all classes.
At Hongkong the Company have the only Dock in the Harbour—a Granite Dock, solidly built, and of dimensions to admit Ships of 800 feet in length, and drawing 22 feet of water.
Attached to it there are Shipwrights, Blacksmiths, Boiler-makers and Machinery works, and everything necessary for the Repairing of Sailing Vessels or Steamers.
The Company have also opened a Shipyard by the side of the Hongkong Dock, and are ready to contract for the construction of Steamers or Sailing Vessels of any size.
At Whampoa the Company will take Ships at reduced rates.
The Steam Tug "LITTLE ORPHAN" can be engaged to tow Vessels to sea, or berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER,
Secretary.
Company's Office, Queen's Road, Corner of Ice House Lane.
Hongkong, April 8, 1869.

FOGROW GRANITE FLOORED DOCK.
THE above Dock has been in full working order for the last four years. Length 300 feet, width at bottom 40 feet, depth of water on the sill, springs, scores 15 feet, neaps 14 feet. The Dock in ordinary tides runs dry to the Blocks and is pumped out by Steam.
For further particulars as to the price of docking, &c., &c., apply to
T. D. TELLINGHAST, Esq., Messrs De Silver & Co., Hongkong; Messrs BIRD & Co., Shanghai; or to the Undersigned.
In connection with the above is the powerful Twin Screw Tug "WOODSUNG," Vessel requiring the services of this Tug either from Master, where a splendid anchorage will be found during the S. W. monsoon) or from the White Dogs, can obtain them at moderate rates, on application to
JOHN C. SKEY,
Manager.
Pagoda Anchorage, River Min.

GEORGE GLASSE,
FIVE YEARS MANAGER TO KINGSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS.

ENGLISH AND FOREIGN CHEMIST.
VICTORIA DISPENSARY, HONGKONG.
SHIPS' MEDICINE CHESTS SUPPLIED & REFILLED.
Hongkong, May 1, 1867.

F. A. WHEELER,
HAIR-CUTTER & HAIR DRESSER, 26, Queen's Road, (Opposite LANE & CRAWFORD'S.)
Hongkong, March 19, 1869.

"STAG HOTEL."
Queen's Road, Hongkong.
EDMUND R. HOLMES.

FRICKEL & Co.
SHIP-CHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS, AND COMMISSION AGENTS, Queen's Road, HONGKONG.

ANDREW MILLAR,
HOUSE, SHIP, & STEAM-BOAT PLUMBER, COPPERSMITH & BRASSFOUNDER, No. 1, Queen's Road East and Nulian Lane.
Hongkong, October 28, 1868.

BROWN JONES & Co.,
UNDERTAKERS,
MONUMENTS AND HEAD-STONES ERECTED, in the Best Style, LEAD AND METALLIC COFFINS, on the Shortest Notice.
Apply at
Hollywood Road, Corner of Aberdeen St.

INTIMATIONS.
PATERSON & HANDLEY,
House and Ship Plumbers, Copper and Zinc Workers, and Gas Fitters, 16, Queen's Road West, and Achong's Yard, Praya West.
Hongkong, November 4, 1867.

BOARD AND RESIDENCE at No. 5, BONHAM ROAD, W. Good Accommodation.
Apply at
THE VICTORIA DISPENSARY.
Hongkong, January 29, 1869.

NOTICE.
RENTS and Accounts COLLECTED with punctuality and despatch.
And
DISTRAINT WARRANTS or Rent ISSUED and EXECUTED.
Security, if required.
THOS. W. BARRINGTON,
53, Wyndham Street.
Hongkong, February 17, 1869.

Intimations.

NOTICE.
DOCUMENTS Translated, at reasonable rates, from English, French, Spanish, Italian, Portuguese or German into Chinese, or from Chinese into English. Address
The "China Mail" Office,
2, Wyndham Street, Hongkong.

NOTIFICATION.
THE TEA TRADE AT CANTON.

HE following Notification has been issued by Her Britannic Majesty's Consul at Canton:
Notification No. 2.
BRITISH CONSULATE, CANTON, February 26, 1869.

Representations having been made to the undersigned with reference to the difficulties experienced in obtaining the due fulfilment of contracts through the failure of the Teamen and Brokers to supply Tea in bulk according to the muster upon which they were purchased, he brought the matter, in conjunction with the Consul for the United States, before the Chinese authorities, with a view to devising some mode by which the evil complained of might be rectified. It is obvious that the remedy lay to a great extent in the hands of the purchasers themselves; by the refusal of the Teas if they were inferior to the samples; and by the refusal to accept of the same, unless they were accompanied by a sound basis, he therefore directed his attention to devising a mode of arbitration or proceeding by means of which the expenses and delay of a Chinese court of law might be avoided. It is not worth while to detail the particulars of the proposition he made; as, after long negotiations, it was rejected by the Tea guild, who met it by a counter proposition that if Tea when delivered was not equal to muster, it should be rejected. Seeing that no amicable arrangement could be arrived at, the undersigned, in conjunction with the Consul for the United States, requested the Chinese authorities to notify to the Teamen, brokers, and others, that the utmost vigour of the law would be enforced in all cases of fraudulently procured Tea, and he hoped that the Proclamation which has been issued accordingly, a copy of translation of which is annexed, will have the effect intended, by showing the parties against whom it is directed that they will not escape with impunity from the consequences of their misdeeds.

(Signed) D. B. ROBERTSON, Consul.
Proclamation by CHIEF, Magistrate of the Nankai District, and Yano, Magistrate of the P'anyu District.

We have received instructions from his Honor the Financial Commissioner, embodying orders from his Excellency the Viceroy in tenor as follow—
"The Viceroy received a communication on the 20th August last from the British Consul, Mr. Robertson, to the effect that he has been addressed by the British merchants at Canton with reference to the great loss and detriment to the trade caused by the inferior qualities of the Tea supplied by the Teamen, notwithstanding their contracts to deliver Tea according to muster. The practice appears to be that the Teamen, brokers, and others, are to be paid for the chop, with the weight in piens and the time of delivery, engaged by vessels proceeding to England; and when the Teas agreed for arrive in Canton, they are found on inspection to be not only inferior in quality to the sample supplied, but largely mixed with what are called 'he-tens' or leaves of plants of all kinds prepared to imitate the genuine tea. This has now become the regular practice, and it is necessary that some measure should be taken to put an end to the fraud, which are thus perpetrated. He therefore urges that measures be devised with this end in view, etc., etc. The U. S. Consul, Mr. King, has also made a similar representation. On receipt of the foregoing the Viceroy has directed that a notification be issued to the Teamen, brokers, and others, to be laid upon them for their observance."

The Magistrates being in receipt of the above instructions, have to issue a notification in pursuance of the Viceroy's order, and to therefore accordingly prohibit for the instruction of all members of the Tea Trade, that it is an obvious duty to make honest and good faith the guiding principles of commerce with foreign merchants, and that to cherish fraudulent designs can in no wise be permitted. They should, moreover, bear in mind that the bulk of the Tea export has been confined of late years to the ports of Fukien, whilst the local trade in Canton tea itself has at the same time languished in an unusual degree. If fraudulent practices in the way of false packing be further persisted in, not only will those guilty of such acts be liable to prosecution and this incur the danger of arrest and actions for compensation; but the trade itself will continue to fall off daily, and the possibility of gain to the trader will be more remote. It is not difficult to perceive on which side the real interest of the dealer actually lies. After the issue of this Notification, if the traders referred to fail to amend their ways, and still continue indulging in fraudulent practices, of complaint being lodged by foreign merchants, they shall not only be required to make compensation, but shall further be visited with severe punishment, unless the statute for assuaging the offence of obtaining money under false pretences with the crime of robbery. Be ye careful, therefore, not to disobey, and thus to involve yourselves in trouble. Let all tremblingly obey. A special Proclamation.
Dated February 22nd, 1869.
Translated by
WM. FRED. MAYNE.

SEAMEN'S HOSPITAL, HONGKONG.
The Colonial Secretary,
The Honourable W. KESWICK, Esq.,
GEO. HEARD, Esq.,
The Superintendent of the P. & O. S. N. Company, (ex officio),
W. STANLEY ADAMS, M.D., Resident Surgeon,
Mr. YOUNG, House Surgeon,
W. PATERSON, Esq., Hon. Treasurer.

TERMS OF ADMISSION.
1st Class (Private Room), per day, \$3.00
2nd " (2 Beds in a Room), " " \$2.00
3rd " (Public Ward), " " \$1.00
These Charges are inclusive of all Medicines and Attendance, but exclusive of Wine or Articles not in the recognized Dietary Table.
All orders for Admission to Hospital must be countersigned by some responsible Person or Persons resident in the Colony.
Patients are also admitted on Deposits at the following rates, renewable one day previous to the amount deposited having been expended:
1st Class, " " \$60.
2nd " " " \$40.
3rd " " " \$20.
By order of the
W. PATERSON,
Treasurer.
Hongkong, January 1, 1868.

Published weekly.—Subscription (Exclusive of postage) 12s. 12 per annum; payable in advance.

SUPREME COURT AND CONSULAR GAZETTE,
AND
LAW REPORTER FOR THE SUPREME AND PROVINCIAL COURTS OF CHINA AND JAPAN.
HE Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts, Police Cases, and Proceedings in Courts, Original Articles; Notes and Queries on legal points; Reports of Public Meetings; News of the Week, Commercial Summary, &c., &c.
Advertisements will be charged, 1s. 1 per 10 lines, for the first insertion, and 50 cts. per 10 lines, for each subsequent insertion.
Shanghai, January, 1867.

HOLLOWAY'S PILLS & OINTMENT.
HOLLOWAY'S PILLS.
THIS Medicine is universally admitted to be the most efficacious remedy known to the world. No preparation is so suitable to the climate of India and China as this fine and invigorating medicine. It is particularly adapted to the constitution of European ladies, as it is never failing in its effects in all diseases peculiar to females, while those who are attacked by the debilitating effects of the above climate will find in this wonderful remedy a kind of talisman whereby they may insure a restoration to robust health.
The science of Medicine has never before produced any remedy that can be compared to this wonderful Ointment, as it cures after all other means have failed, all wounds, sores, ulcers, and also the most inveterate skin diseases peculiar to the climate of India and China. It is the true friend of the Soldier and Civilian, as certain old sores can be removed by it that cannot be conquered by any other treatment.
Hongkong, February 1, 1867.

Intimations.

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GENERAL REGULATION I.
Eye-Laws and Local Rules.
1.—By-Laws and Rules necessary for the better ordering of pilotage matters at the Ports are to be drawn up by the Harbour Master in consultation with the Consuls and Chamber of Commerce, with whom also it rests in the same way to fix the number of Pilots, tariff of charges, and define the limits of the Pilotage ground.
2.—The number of Pilots for the Port of Swatow shall be six.
3.—The Pilotage ground for the Port of Swatow shall be off Bill Island to the lower limit of the anchorage at Kahio Point.
4.—The rates of pilotage shall be as follows for all sized vessels between the limits of the Pilotage ground: steamers or sailing vessels, \$2.50 per foot English measurement. To Harbour Pilot for Berthing or Unberthing, 80 cents per foot English measurement.
GENERAL REGULATION II.
Pilots—Individuals Eligible.
The subjects, citizens or protégés of Treaty Powers shall, equally with Natives of China, and without distinction of nationality, be eligible for appointment, when vacancies occur, by the Board of Appointment, subject to the General Regulations now issued, and the By-Laws to be under them enforced at the several Ports respectively.
GENERAL REGULATION III.
Board of Appointment, how to be constituted.
The Board of Appointment shall consist of the Harbour Master as President, the Consul, a Senior Pilot, and two persons whose names shall be drawn by lot, by the Harbour Master, from a list prepared and published by the Harbour Master in consultation with the Consuls and Chambers of Commerce.
GENERAL REGULATION IV.
Vacancies—how to be filled up.
1.—Whenever there may be a vacancy among the Pilots, it shall be duly notified in the local prints; and eight days afterwards the Board of Appointment shall proceed to fill it up by a competitive examination.
2.—The Board may refuse to admit to the examination any one who, having once been a Licensed Pilot, has had his License withdrawn, and also any candidate who is unable to procure Consular Certificates as to Character, &c.
3.—The examination shall be public and gratuitous, and the vacancies shall be given to the most competent among the candidates without distinction of nationality, provided always the competency of the first on the list be not relative but absolute.
4.—The Consul concerned may in person, or by deputy, be present and take part in the examination of candidates.
5.—The majority of the votes of the members of the Board shall decide the admission of candidates for Pilots' Licenses, each member having one vote in the Ballot, but in the absence of the Consul concerned the Harbour Master shall have a casting vote.
GENERAL REGULATION V.
Pilots' Licenses; by whom to be issued.
1.—Pilots' Licenses shall be issued by the Commissioner of Customs in the name and on behalf of the Chinese Government; Licenses issued to Pilots not being natives of China shall subsequently be visé and registered at the Consulate concerned.
2.—Every of the General Regulations and Local Rules shall produce the same effect as his License when required.
3.—On the first of July each year Pilots shall pay the sum of Ten Taikwan Taels for the renewal of his License.
GENERAL REGULATION VI.
Apprentice Pilots; how to be taken.
1.—It shall be allowable for each Licensed Pilot to take an apprentice, for whom he shall be responsible; on the application of Pilots, the Harbour Master will supply Apprentices with special certificates.
2.—When the circumstances of the Port appear to demand it, the Harbour Master may authorize apprentices to act temporarily and within certain limits, as Pilots; provided they have received certificates of competency from the Board of Appointment.
GENERAL REGULATION VII.
Licensed Pilots; to whom subordinated.
1.—Licensed Pilots may carry on their business either singly or in Companies. They must pay due respect to the wishes and instructions of the Harbour Master, under whose order and control they are placed, and who is invested with power to suspend or dismiss, subject to an appeal to the Consul concerned; when the Pilot is a Foreigner, the appeal to be lodged within three days.
2.—If guilty of any misconduct for which Consular punishment has been inflicted, or if proved to have committed any offence against the By-Laws, the individual concerned may be suspended or dismissed by the Harbour Master, subject to an appeal to his Consul. If a Foreigner, the appeal to be lodged within three days.
3.—Any one piloting without a License, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the Laws of his Country. Any Pilot lending his License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.
4.—Any Commanding Officer employing an unlicensed person to pilot his vessel will be liable to be fined in the sum of One Hundred Taels by the authorities to whose jurisdiction he is amenable.
GENERAL REGULATION VIII.
Pilot Boats; Regulations to be observed.
1.—Pilot Boats shall be registered, with their crews at the Harbour Master's Office, where each boat will be given a certificate and number. The words "Licensed Pilot Boat" shall, with the number, be legibly painted at the stern, and on the head of the Mainmast; and a flag, of which the upper horizontal half shall be yellow, and the lower green, shall be flown. Such registered Pilot Boats shall deposit their national papers with their Consul or the Customs; within the limits of the Port and Pilotage ground, and shall be exempt from Tonnage dues. On the requisition of the Harbour

CHINESE PILOTAGE SERVICE.

GENERAL REGULATIONS WITH LOCAL RULES FOR THE PORT OF SWATOW.

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GENERAL REGULATION VI.
Apprentice Pilots; how to be taken.
1.—It shall be allowable for each Licensed Pilot to take an apprentice, for whom he shall be responsible; on the application of Pilots, the Harbour Master will supply Apprentices with special certificates.
2.—When the circumstances of the Port appear to demand it, the Harbour Master may authorize apprentices to act temporarily and within certain limits, as Pilots; provided they have received certificates of competency from the Board of Appointment.

GENERAL REGULATION VII.
Licensed Pilots; to whom subordinated.
1.—Licensed Pilots may carry on their business either singly or in Companies. They must pay due respect to the wishes and instructions of the Harbour Master, under whose order and control they are placed, and who is invested with power to suspend or dismiss, subject to an appeal to the Consul concerned; when the Pilot is a Foreigner, the appeal to be lodged within three days.
2.—If guilty of any misconduct for which Consular punishment has been inflicted, or if proved to have committed any offence against the By-Laws, the individual concerned may be suspended or dismissed by the Harbour Master, subject to an appeal to his Consul. If a Foreigner, the appeal to be lodged within three days.
3.—Any one piloting without a License, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the Laws of his Country. Any Pilot lending his License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.
4.—Any Commanding Officer employing an unlicensed person to pilot his vessel will be liable to be fined in the sum of One Hundred Taels by the authorities to whose jurisdiction he is amenable.

GENERAL REGULATION VIII.
Pilot Boats; Regulations to be observed.
1.—Pilot Boats shall be registered, with their crews at the Harbour Master's Office, where each boat will be given a certificate and number. The words "Licensed Pilot Boat" shall, with the number, be legibly painted at the stern, and on the head of the Mainmast; and a flag, of which the upper horizontal half shall be yellow, and the lower green, shall be flown. Such registered Pilot Boats shall deposit their national papers with their Consul or the Customs; within the limits of the Port and Pilotage ground, and shall be exempt from Tonnage dues. On the requisition of the Harbour

Intimations.

Master or his deputies, it will be obligatory on registered Pilot Boats to convey from place to place within the limits, employees belonging to either Customs or Harbour Master's Departments, with such stores as may be wanted for either Light-house or Light-ships.
2.—Every Licensed Pilot Boat shall pay a fee of Twenty Taels for renewal of License on the first of July each year.
3.—In case of a Pilot going off in an unregistered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorized to cruise in an unregistered Boat, without special permission from the Harbour Master.
4.—The owner or hirer of any unregistered Boat making use of a Pilot Flag, and not having a Licensed Pilot on board, shall be prosecuted before the authorities to whom he is amenable, or whose Flag or national Ensign he has the right to use.
5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when there is either a Licensed Pilot or certificated Apprentice on board.
GENERAL REGULATION IX.
Flags to be exhibited on arrival.
When nearing the anchorage the Pilot shall cause to be exhibited—
1.—Red and White Flag (No. 3), if the vessel is from Hongkong, Japan, or any Chinese Port.
2.—Blue and White Flag (No. 2), if from any Foreign Port.
3.—Yellow and Blue (No. 10), if the vessel is in ballast.
4.—Red Swallow Tail (No. 6), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.
Harbour Pilotage Fees in Harbour, Berthing, &c.
1.—The duties of the Harbour Pilot, where such exists, will be to take charge of vessels at the outer limit of the anchorage, berth them in accordance with the orders received from the Harbour Master's Department, take charge of vessels shifting berth, going in and out of dock, or to and from a wharf or out of the anchorage, and to assist and report to the Harbour Master's Office on all matters, concerning the shipping in Port, and the conservancy of the river or harbour.
2.—In berthing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consignees, and the entrance, working, or clearance of vessels taking berth not assigned to them shall be stopped by the Customs until the Harbour Master's orders are complied with.
3.—Vessels are to moor in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.
4.—The Harbour Pilotage Fees payable to the Harbour Master are as follows:—
Shifting a vessel's berth, taking a vessel to or from a heaving down Buoy, \$10, in full.

THE "TREATY PORTS OF CHINA & JAPAN," AND "NOTES AND QUERIES ON CHINA AND JAPAN."
EXTRACTS FROM REVIEWS.
(From the "Strait Times," July 27, 1868.)
Some time ago we had occasion to remark upon the progress that Literature as represented by the Press had made and was making in the East, and our attention has again been called to the subject by the receipt of a Hongkong publication which deserves some notice and which we have much pleasure in introducing to the knowledge of our readers. We allude to *Notes and Queries on China and Japan*, published monthly by Mr. Saint, the proprietor of the China Mail newspaper. This publication is well printed on good paper, and in size and shape is very like its well-known namesake or prototype at home, and is equally a mine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese. It says a good deal for the extent and stability of the footing of Europeans in China; that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every success, we commend it to the attention and support of our readers.
(From the "Friend of India," June 4, 1868.)
We acknowledge with thanks the receipt of the numbers for the current year of "Notes and Queries," a most deserving Anglo-Chinese monthly, edited by Mr. B. Denys, whose "Treaty Ports of China and Japan" are so well known. From the names attached to the "Notes" we can see that the contributors include some of the best Chinese scholars in the East. Its interest is not confined to China, and it will be of valuable assistance to all scholars, who have directed their attention towards the subject of Buddhism and its literature, and generally to all who are interested in oriental antiquities. It deserves to be better known in India.

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SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

(On Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E.C. Eastward of the Hospital.—K., on Kowloon side.)

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tonnage.	Date of Arrival.	Consignment or Agents.	Destination.	Intended Dispatch.
STEAMERS				1869-70.			
Catalpa	W.C. Steward	Span. str.	780	April 18	Landstein & Co.	Bombay, &c.	24th, 9 a.m.
China	W.C. Steward	Brit. str.	1848	April 18	P. & O. S. N. Co.	Bombay, &c.	24th, 9 a.m.
Douglas	W.C. Steward	Brit. str.	615	April 20	Douglas Lapraik & Co.	Swatow, &c.	
Dupleix	W.C. Steward	Feh. str.	900	April 22	Messageries Impériales	Shanghai	
Erl King	W.C. Steward	Brit. str.	1044	April 19	A. Heard & Co.	Shanghai	
Fung Shuey	W.C. Steward	Amer. str.	848	April 24	A. Heard & Co.	Shanghai	
Labourdonnais	W.C. Steward	Feh. str.	910	April 22	Messageries Impériales	Yokohama	
Nigapatam	W.C. Steward	Brit. str.	124	April 24	Jardine, Matheson & Co.	Shanghai	
Ottawa	W.C. Steward	Brit. str.	1274	April 18	P. & O. S. N. Co.	Shanghai	
Rangoon	W.C. Steward	Feh. str.	767	April 20	Messageries Impériales	Shanghai	
Singapore	W.C. Steward	Brit. str.	1612	April 25	P. & O. S. N. Co.	Shanghai	
Swatow	W.C. Steward	Amer. str.	1802	April 25	A. Heard & Co.	Shanghai	
Tientsin	W.C. Steward	Brit. str.	805	January 21	A. Heard & Co.	Shanghai	
United States	W.C. Steward	Brit. str.	612	April 26	Wm. Pustan & Co.	Shanghai	
Vesta	W.C. Steward	Amer. str.	877	August 30	A. Heard & Co.	Shanghai	
West India	W.C. Steward	Brit. str.	1804	April 2	Jardine, Matheson & Co.	Singapore & Penang	
Yung-tse-ai	W.C. Steward	Russ. str.	447	October 19	Landstein & Co.	Singapore & Penang	
SAILING VESSELS							
Albatross	W.C. Steward	N. Ger. bk.	412	March 16	Bourjau, Hubner & Co.	Saigon	
Alfred Victor	W.C. Steward	Brit. bk.	384	April 25	Carlowitz & Co.	Saigon	
Alexandria	W.C. Steward	Brit. bk.	670	April 22	Bornes Company	Saigon	
America	W.C. Steward	Salv. bk.	1450	January 16	Capitaine	Saigon	
Aspendant	W.C. Steward	Brit. bk.	517	April 19	R. S. Walker & Co.	Saigon	
Aurion	W.C. Steward	Span. bk.	370	Feb. 19	Order	Saigon	
Atrevida	W.C. Steward	Brit. bk.	467	March 26	Rozario & Co.	Sydney	
A. W. Stevens	W.C. Steward	Amer. bk.	728	April 3	A. Heard & Co.	New York	
Boy Bendish	W.C. Steward	Dan. bk.	306	April 13	Wm. Pustan & Co.	New York	
Callo	W.C. Steward	Salv. bk.	1440	Nov. 17	Jardine, Matheson & Co.	Melbourne & Sydney	
Candace	W.C. Steward	N. Ger. bk.	230	April 22	Bornes & Co.	Melbourne & Sydney	
Candelaria	W.C. Steward	Span. bk.	407	April 22	Remedios & Co.	Melbourne & Sydney	
Cedilla	W.C. Steward	Port. bk.	1632	Feb. 16	J. dos Remedios & Co.	Melbourne & Sydney	
Chelona	W.C. Steward	Brit. bk.	904	March 18	Rozario & Co.	Melbourne & Sydney	
Contantia	W.C. Steward	Span. bk.	184	January 30	Remedios & Co.	Melbourne & Sydney	
Daylight	W.C. Steward	Siam. bk.	447	April 7	Chinese	Melbourne & Sydney	
Denia	W.C. Steward	Span. bk.	230	April 6	Remedios & Co.	Melbourne & Sydney	
Dryden	W.C. Steward	Brit. bk.	424	April 11	Gilman & Co.	Melbourne & Sydney	
Edouard & Marie	W.C. Steward	Dut. bk.	450	April 10	Wm. Pustan & Co.	Saigon	
Elise	W.C. Steward	N. Ger. bk.	380	April 13	Wm. Pustan & Co.	Saigon	
Ellen	W.C. Steward	Brit. bk.	631	Dec. 20	Olyphant & Co.	Saigon	
Feiga	W.C. Steward	N. Ger. bk.	280	April 12	E. Schellhass & Co.	Saigon	
Ferdinand Brun	W.C. Steward	N. Ger. bk.	360	March 23	E. Schellhass & Co.	Saigon	
Fry Light	W.C. Steward	Salv. bk.	471	April 2	Remedios & Co.	Saigon	
Frederic	W.C. Steward	Belg. bk.	803	January 6	Bornes Company	Saigon	
Grassus	W.C. Steward	Span. bk.	246	March 11	Remedios & Co.	Saigon	
Heluth	W.C. Steward	N. Ger. bk.	394	April 20	Melchers & Co.	Saigon	
Herald of Light	W.C. Steward	Brit. bk.	205	April 21	Gibb, Livingston & Co.	Saigon	
Hugo & Otto	W.C. Steward	N. Ger. bk.	450	April 22	Order	Saigon	
Jane	W.C. Steward	Brit. bk.	907	April 14	Thomas Howard	Yokohama	
John L. Dimmock	W.C. Steward	Brit. bk.	1047	March 23	Russell & Co.	Yokohama	
John L. Dimmock	W.C. Steward	Brit. bk.	373	April 13	Bourjau, Hubner & Co.	Takao	
John L. Dimmock	W.C. Steward	Brit. bk.	288	October 10	Order	Takao	
John L. Dimmock	W.C. Steward	N. Ger. bk.	250	April 25	Bourjau, Hubner & Co.	Takao	
John L. Dimmock	W.C. Steward	Salv. bk.	1100	March 20	Wm. Pustan & Co.	Takao	
John L. Dimmock	W.C. Steward	Russ. bk.	637	Feb. 10	Landstein & Co.	Takao	
John L. Dimmock	W.C. Steward	N. Ger. bk.	268	April 25	Bourjau, Hubner & Co.	Takao	
John L. Dimmock	W.C. Steward	N. Ger. bk.	340	April 22	Wm. Pustan & Co.	Takao	
John L. Dimmock	W.C. Steward	Amer. bk.	1005	Feb. 7	A. Heard & Co.	San Francisco	
John L. Dimmock	W.C. Steward	Amer. bk.	973	April 25	Arnhold, Karberg & Co.	San Francisco	
John L. Dimmock	W.C. Steward	N. Ger. bk.	350	April 25	E. Schellhass & Co.	San Francisco	
John L. Dimmock	W.C. Steward	N. Ger. bk.	330	April 25	Siemssen & Co.	San Francisco	
John L. Dimmock	W.C. Steward	Brit. bk.	271	April 25	Thomas Howard	San Francisco	
John L. Dimmock	W.C. Steward	Span. bk.	203	Dec. 16	Remedios & Co.	San Francisco	
John L. Dimmock	W.C. Steward	Amer. bk.	695	March 1	A. Heard & Co.	San Francisco	
John L. Dimmock	W.C. Steward	Brit. bk.	606	April 2	Captain	San Francisco	
John L. Dimmock	W.C. Steward	N. Ger. bk.	360	April 14	Wm. Pustan & Co.	Saigon	
John L. Dimmock	W.C. Steward	Amer. bk.	540	April 15	Bornes & Co.	Saigon	
John L. Dimmock	W.C. Steward	Salv. bk.	564	April 3	Remedios & Co.	Saigon	
John L. Dimmock	W.C. Steward	Siam. bk.	387	April 8	Chinese	Saigon	
John L. Dimmock	W.C. Steward	Brit. bk.	424	March 27	Rozario & Co.	Melbourne	
John L. Dimmock	W.C. Steward	Span. bk.	220	April 14	Remedios & Co.	Melbourne	
John L. Dimmock	W.C. Steward	Brit. bk.	225	April 20	Arnhold, Karberg & Co.	Melbourne	
John L. Dimmock	W.C. Steward	Span. bk.	261	April 11	Remedios & Co.	Melbourne	
John L. Dimmock	W.C. Steward	Brit. bk.	688	April 14	John Burd & Co.	Melbourne	

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tonnage.	Date of Arrival.	Consignment or Agents.	Destination.	Intended Dispatch.
Bertha	Mooney	Brit. str.	285	Feb. 25	Douglas Lapraik & Co.	Shanghai, &c.	
Fuyama	Dundas	Brit. str.	715	April 21	Douglas Lapraik & Co.	Shanghai, &c.	
Niger	Jobling	Brit. str.	1125	April 21	Bornes Company	Shanghai, &c.	
Reyna	Barredo	Span. str.	200	April 21	Remedios & Co.	Shanghai, &c.	

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
SHANGHAI	U. Service	Brit. str.	Wm. Pustan & Co.
Do	Niger	Brit. str.	Bornes Company
Do	N. Moryman	Amer. bk.	Arnhold, Karberg & Co.
SHANGHAI, &c.	Bertha	Brit. str.	Douglas Lapraik & Co.
YOKOHAMA	Labourdonnais	Feh. str.	Messageries Impériales
Do	Jane	Brit. str.	Thomas Howard
YOKOHAMA, &c.	Fuyama	Brit. str.	Douglas Lapraik & Co.
OTHER PORTS—			
BOMBAY, &c. (Mail)	China	Brit. str.	P. & O. S. N. Co.
New York	A. W. Stevens	Amer. bk.	A. Heard & Co.
SAN FRANCISCO	National Eagle	Amer. bk.	A. Heard & Co.
Do	Old Dominion	Amer. bk.	A. Heard & Co.
Do	J. L. Dimmock	Brit. bk.	Russell & Co.
Do	Parsee	Amer. bk.	Bornes & Co.
MELBOURNE & SYDNEY	Chelona	Brit. bk.	Rozario & Co.
Do	Salacia	Brit. bk.	Rozario & Co.
Do	Atrevida	Brit. bk.	Rozario & Co.
SYDNEY	Week Indian	Brit. str.	Jardine, Matheson & Co.
SINGAPORE & PENANG	Albatross	N. Ger. bk.	Bourjau, Hubner & Co.
SAIGON	Norina	N. Ger. bk.	Siemssen & Co.
MANILA	Carolina	Span. bk.	Remedios & Co.
SURINAM	Fer. Brun	N. Ger. bk.	E. Schellhass & Co.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tonnage.	Commander.
Adventure	British	steam troop ship	1774	Hy. J. Raby, P.C. Capt.
Bouguer	British	gun boat	280	60 Rodney Lloyd, Lieut. Comd.
Cockchafer	British	gun boat	250	60 H. W. Kerr
Flamer	British	Naval hospital	230	Attached to Malville
Janus	British	gun boat	167	40 Leicester O. Keppel
Mecanee	British	Military hospital	2591	Hospital ship
Melville	British	Naval hospital		Geo. B. Hill, Staff Surgeon
Oneida	U. States	steam corvette	1032	10 O. Creighton
Princess Charlotte	British	receiving ship	2443	14 Oliver J. Jones, Commodore
Slaney	British	gun boat	801	80 Elwyn

CHINESE GUN-VESSELS IN CANTON WATERS.

Name.	Flag.	Rig.	Tonnage.	Commander.
An-lan	Chinese	gun vessel	221	7 Goddall
Chen-to	Chinese	gun vessel	221	7 Edwards
Ching-tang	Chinese	gun boat	4	4 Bessard
Chin-hai	Chinese	gun boat	6	6 Deane
Fai-long	Chinese	gun boat	5	5 Francis
Spy	Chinese	Customs' launch	3	3 Pointer
Sui-tang	Chinese	gun boat	180	6 Steward
Tien-po	Chinese	gun boat	6	6 de Longueville

HONGKONG, MACAO AND CANTON

RIVER STEAMERS.

Vessel.	Flag.	Tonnage.	Captain.	Owners or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co.
Fame (110 h.p.)	Do.	117	Stephenson	H. & W. Dock Company's tug
Fire Dart	Do.	380	Benning	H. & W. Dock Company's tug
Kin Shan	Do.	456	Benning	H. & W. Dock Company's tug
Kiu Kiang	Do.	617	Benning	H. & W. Dock Company's tug
Little Orphan	Do.	69	Benning	Acheong
Poyang	Do.	379	Cary	Union Dock Company's tug
Prince Albert	Do.	180	Cary	H. & W. Dock Company's tug
Sir J. Jeejeebhoy	Do.	101	Cary	H. & W. Dock Company's tug
Spark	Amer.	140	Wilson	Thomas Hunt & Co.
Spec	Do.	140	Wilson	Thomas Hunt & Co.
White Cloud	British	280	Carroll	H. & W. Dock Company's tug

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tonnage.	Captain.	Owners.
Chiao	P. M.	ship	283	Mason	Harbour Master (Gunpowder)
Fort William	British	ship	1000	Townsend	P. & O. S. N. Co.
John Adam	British	barque	318	Dennis Daly	Water Police
Kim Joo Hong	"	"	288	"	"

Chinese Advertisements.

啟館本 白告梳燕
 啟者本館承印各埠行門票告
 白等項印字凡有欲印者請
 以備唐人看閱如有欲印者
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 增廣又啟

For Sale.
The Hongkong Signals,
 Also
the Principal House Flag,
 belonging to and frequenting Hongkong.
 PRINTED IN COLORS.
 Price, per set, \$1.

Miscellaneous.

THE CHINESE COMMERCIAL GUIDE.

By S. WELLS WILLIAMS, L.L.D.

Published at the "CHINA MAIL" Office, Hongkong.

638 PP. DEMY 8VO. WITH APPENDIX.

FIFTH EDITION, 1863.

Price, \$5.

Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:—

CHAP. I.—SEC. 1 TO 4.

Four Treaties with China.

1.—Treaty with Great Britain.

2.—Treaty with the United States.

3.—Treaty with France.

4.—Treaty with Russia.

Supplementary Treaty with Russia.

CHAP. II.—SEC. 1 TO 5.

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2.—Tariff on Articles of Export.

3.—Rules respecting Trade and Duties.

4.—Description of Articles of Import.

5.—Description of Articles of Export.

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2.—Port of Shanghai.

3.—Port of Hongkong.

4.—Port of Amoy.

5.—Port of Swatow.

6.—Port of Fuzhou.

7.—Port of Ningbo.

8.—Port of Hangzhou.

9.—Ports on the Yangtze and Trade in the Interior.

10.—Port of Tientsin.

11.—Port of Newchwang or Yangtze.

12.—Colony of Hongkong.

13.—Colony of Macao.

CHAP. IV.—SEC. 1 TO 5.

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2.—Treaty between Great Britain and Japan.

3.—Ports open to Foreign Commerce.

4.—Japanese Coins, Weights and Measures.

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3.—Chinese Commercial Weights.

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4.—Siam Money, Weights, &c.

5.—Netherlands India.

6.—Philippine Islands.

Sailing Directions for Panay I.

7.—Malayan States—Singapore, &c.

8.—Burmes Money, Weights, &c.

9.—Indian Presidencies—Bengal, Madras, Bombay.

10.—English and French Weights, &c.

11.—United States of America.